CANNOT BECOME A MEMBER

The Three I's Denied Admission to the Western Freight Traffic Association.

Annual Report of the Wabash-Its New Detroit-Chicago Line-The Pennsylvania's Relief Department-Union Pacific Rumors.

Chairman Midgley is away on his vacation, but he left behind him a ruling which created something of a sensation when it was read at the meeting of the Western Freight Association at Chicago yesterday. The ruling was to the effect that the application of the Indiana, Illinois & Iowa road for admission to membership was depied, because it had not met with the unanimous approval of the members. The only companies that voted adversely to the application were the Rock Island, the Chicago, Milwaukee & St. Paul and the Chicago, St. Paul & Kansas City, but the chairman decided that the objection of these three roads should be regarded as sufficient to keep the applicant out of the association. Of course there was a warm protest from the representatives of the Burlington and the Atchison, who argued that Chairman Midgley had no right to make such a ruling, since there was nothing in the agreement requiring unanimous consent for the admission of a new member. The association, however, declined to reverse the chairman's decision, and the Burlington and the Atchison were forced to accept their defeat. The result will be that these roads must file with the chairman a sworn statement of their divisions with the Indiana, Illinois & Iowa line on Missouri-river traffic. It was to avoid this exposure that they tried to get the latter comof minor importance were disposed of by the meeting. Another session will be held to-day.

The annual meeting of the stockholders of the Wabash Railroad Company was held in St. Louis yesterday. The report for the fiscal year ending June 30, 1891, was presented and approved. The present board of directors was re-elected by unanimous vote as follows: O. D. Ashiey, Edgar T. Wells, Cyrus J. Lawrence, Sidney Dillon,

Operations of the Wabash,

George J. Gould, John T. Terry, Thos. Hubbard, Russell Sage, of New York; Charles M. Hays and James F. How, of St. Louis; Henry K. McHarg, Stamford, Conn.; S. C. Reynolds, Toledo; James F. Joy, Detroit. The annual report of President Ashley shows the following:

Total.....\$3,645,630 Deduct balances of rental account, interest, dividends, taxes and miscellaneous expenses...... 732,502 Net amount applicable to interest....\$2,913,128 Interest on first and second mortgage bonds and rental of leased

Total.....\$2,876,838 As compared with the fiscal year ending June 30, 1890, the gross earnings show a

decrease of \$324,584; operating expenses a

decrease of \$107,997, and the net surplus shows a decrease of \$201,500. From Indianapolis to Chattanooga.

Louisville Courier-Journal. "There is now little doubt that the road from Indianapolis to Chattanooga will be built. Such a project has been discussed in railroad circles for some time, but until the past week the reports were considered groundless. It is now learned that the project is not a wild scheme, but is being backed by men of wealth, There is con-siderable agitation at Owensboro over the subject, as it has been ascertained that the road may cross the river at Rockport and pass through Owensboro. I was first thought that the crossing would be at Cannelton, but that point has been abandored on account of inducements offered the company by Rockport and Spencer county men. The survey now runs, it is said, from Rockport through the best coal and stone sections of Spencer, Dubois, Orange and other counties to Chattanooga.

At Rockport the survey contemplates a temporary crossing by means of a transfer and to this end stakes have been driven to the river's edge. The Rockport people are getting worked up to a terrible pitch over this chance to secure opposition to Mackey and it is said they will supplement the two-cent tax with liberal contributions.

A New Southern Connection. The Illinois Central and Atchison companies are interested in the construction of a new line in the South. By it the Illinois Central will obtain the shortest line from Chicago to Galveston and Houston and a large section of sonthwestern Louisiana and southeastern Texas, while the Atchison is let into a heavy timber region. The new road may eventually become an exclusively Atchison property. It would do much toward rounding out the Atchison system of roads, which compete with Huntington's and Gould's Texas roads. The new road is the Texas, Louisiana & Eastern. It is to be built from Conroe, the terminus of the Montgomery branch of the Gulf, Colorado & Santa Fe, to the Iron-wood crossing of the Trinity river, forty miles. From this point the direction of the road is kept a secret, but it may be said that a comprehensive system of branches is planned to tap the famous yellow pine districts of southeastern Texas and southern

Those Union Pacific Rumors. General Solicitor Thurston, of the Union Pacific, said yesterday that there was no foundation for the report that Gould intends giving up control of that road or that the property will go into the hands of a receiver. The Union Pacific, said Mr. Thurston, has a floating debt of \$12,000,000, created when it purchased the Oregon Railway and Navigation property. This was placed in the hands of a great many people. When somebody in Wall street wanted to make a drive on Union Pacific certain holders of these securities were induced to demand immediate payment. Mr. Gould was then in the far West and Mr. Ames was in Europe. It did not take them long, however, to make arrangements whereby this debt Morgan & Co., and that, too, at a lower rate of interest than was being paid before. The Union Pacific was never in as good condition as it is now.

The Pennsylvania Relief Department. Since the organization of the Voluntary Relief Association of the Pennsylvania lines, about two years ago, it has paid out more than \$500,000 in relief to sick and disabled members, and to the families of those who either died a natural death or were killed by accident. Its operations are constantly extending, and the more those who are in it become acquainted with its scope and character the better they like it. The company not only pays the operating expenses, but positively guarantees the payment of all benefits. Membership in it is not made obligatory upon the men, who can exercise their own discretion about it. There are five grades of service, and a member can be insured from \$250 to \$2,500. It is kept up by monthly contributions of members, who pay amounts proportionate to the amounts for which they are insured. The membership is in all the lines west of Pittsburg and now numbers 52,000 people.

Carriage-Makers Want Lower Rates. A committee of Cincinnati carriage manufacturers were in conference yesterday with the officials of the Central Traffic Association regarding the new rates that went into effect Sept. 1. By changing the

per cent., and the manufacturers naturally object to what they term a gross injustice. Having failed to obtain an injunction against the railroads they now hope to secure a reduction of rates by conference with the traffic officials. The freight department of the Central Traffic Association is now in session, and may take action on this matter before adjourning.

The construction of the line from Montpelier, O., to Hammond, Ind., 150 miles, completing the new Chicago-Detroit line of the Wabash, and giving it the shortest line

The Wabash's New Line.

by fifteen miles between Chicago and Detroit, is assured by the consent of all interests, and in about twelve months the Wabash will have this new line in operation. It will run through a fine country, and the president believes that it will pay from the start. Mr. James F. Joy, one of the Wa-bash directors, said recently, in reply to a question concerning the new extension: "The Canadian Pacific will not furnish a dollar for the work. While the Canadian Pacific is interested in the line, that interest is confined to the use of it as a connection. They want the connection to Chi-

The C., H. & D. and the I., D. & S. Reports are current in New York that an agreement has been made between the Cincinnati, Hamilton & Dayton company and the reorganization committee of the Decatur & Springfield railroad, by which the reorganization of the latter road will be assumed by the Cincinnati, Hamilton & Dayton, and a lease of the Indianapolis, Decatur & Springfield will be made after the reorganization is effected. The new arrangement is said to provide for the issue of new securities in the place of the present junior securities, and for the payment of the first mortgage bonds and accrued interest in full in cash.

C., H. & D. Will Operate It. The general officers of the C., H. & D. and some of the stockholders have made a tour of inspection of the Cincinnati, Jackson & Mackinaw, which the C., H. & D. will take charge of and operate, probably some time this month. The time for depositing the securities of the C., J. & M. with the committee expires shortly, and the road will be sold. The C., H. & D. will operate the road, guaranteeing interest charges on the bonded debt, after it is purclosure, and reorganized.

Personal, Local and General Notes. President McKeen, of the Vandalia, was in the city yesterday. W. H. Van Tassel, superintendent of the Ohio Southern, was in Indianapolis yester-

The Chesapeake & Ohio's branch from Covington to Hot Springs was opened yes-

George Pollock has been appointed general auditor of the Missouri, Kansas & The I., D. & W.'s earnings for August

were \$50,815.89, an increase of \$5,817 over August of last year. One fare for the round trip will be charged by all the Chicago lines for the unveiling of the Grant monument at Chicago.

Oct. 7. B. F. Nevill, Northwestern passenger agent of the Nashville, Chattanooga & St. Louis line, with headquarters at Chicago, 18 in the city.

The lake and rail lines will advance grain rates to New England on Sept. 14. Figures from Chicago are now 12 cents for wheat. 101/2 cents for corn and 7 cents for oats. The National Association of Ticket Agents

elected officers yesterday. Mr. Wallace, of the Pennsylvania railroad's Broad-street, Philadelphia, office, was chosen president. H. P. Martz, traveling passenger agent of the Rock Island road, with headquarters at St. Louis, was in town yesterday, and re-ports very excellent business on his line. The local freight business on the Van-dalia is greater by 25 per cent, than it was at this time last year, a fact that is at-

tributed to the general prosperity in busi-The estimated gross earnings of the entire system of the Rock Island for August, 1891, were \$1,658,452, an increase as compared with estimated earnings of August, 1890, of

H. J. Rhein, general agent of the C., H. & D., who has been very sick at St. Vincent's Hospital, has sufficiently recovered as to be able to go to his home at Detroit. He started yesterday.

Efforts are being made to arrange a con-ference in New York for September 11 be-tween representatives of the Eastern and Western roads to settle existing differences regarding emigrant traffic.

A. H. Simmons, the present head of the Southwestern department of the L. & N., has resigned his position. Mr. Simmons leaves to become local agent of the Equitable Life Insurance Company of New York.

The latest device to increase passenger business is called the "home-seekers' excursions," by which all the roads in this territory will sell tickets for all Florida points at the rate of one fare for the round trip on Oct. 14.

The Baltimore & Southwestern has withdrawn from the Central Traffic Association. General Passenger Agent McCarty says that the association was of no particular benefit to the road, and had treated it unfairly; hence, the withdrawal. All the Western lines are expecting big

business at their second harvest excursion, which will start the 15th inst., and the indications are that they will be more successful than were the first. The third and last of them will be run on the 29th inst. General Manager McDoel celebrated the thirty-first anniversary of his advent into the railroad business on Monday. It was

celebrated in various ways, one of which

was in bringing two thousand people into Chicago on an excusion from Salem, Ind., and intermediate points. It is definitely stated that there is no possibility of Mr. Samuel Spencer succeeding Mr. Sidney Dillon in the presidency of the Union Pacific. Well informed people hold that the choice will fall upon Mr. E. l'. Jeffrey, who would be acceptable to

both Mr. Gould and Mr. Morgan. Superintendent Mansfield, of the I. & V., has found it necessary to use another switch engine at the stone quarries at Spencer and Romons, so that the movement of cars can be accelerated. His road is bringing in from twelve to fifteen cars of stone daily for use on the Virginia-avenue viaduct.

In New York the Supreme Court holds that when a passenger, while passing from the smoking-car, where he went to smoke, to his seat in another coach on a moving train, is thrown off by the breaking of the coupling between two cars, caused by the negligence of the railroad company, the company is liable.

Col. L. F. Gray, of the Pennsylvania, 1s in Chicago attending the meeting of the freight committee of the Central Traffic Association, which will consider, among other things, the disputed question about rates on stock shipped through Indianapolis on bills of lading in which either the name of the consignee or destination has been changed. F. W. Mowbray, chief architect of the Louisville & Nashville railroad, has resigned his position, his resignation to go into effect the 10th inst. He has been with the road for two years and a half, his chief work for the company in that time being the planning and building of the new depot

at Louisville. Mr. Mowbray has made no definite plans for the future. Within the next year or two the Santa Fe will have dealt the Southern Pacific a most vital blow by the completion of an air-line from New Orleans to California, says a Chicago paper. The Santa Fe has, for years, been the most formidable rival of the Southern Pacific and has long since outgrown it in mileage, but it is now about to invade the choicest territory of the "sunny route" to the Pacific coast, and will, ere

long, have the short line from New Orleans to the coast. The low rates announced by the Big Four route for Tuesday, Sept. 22, from Missouri, Kansas. Nebraska and all Western and Southern points to all points in Indiana, Ohio and Michigan are expected to attract a very large business, inasmuch as they afford an opportunity for citizens of the South and West to visit Indianapolis, Cincinnati, Dayton, Columbus, Cleveland and other important cities of the Central States at one-half the usual rates. So far the reduction has not appeared to stir up a rate

There seems to be a general feeling among the engineers that both of the recent accidents on the Wabash, the one at Homer classification of carriages the rate on that and the one at Staunton, could have been kind of freight was advanced about 334 avoided if the engines had been equipped

with electric head-lights. With electric head-lights the rear end of the freight train at Homer, and the stock car at Staunton could have been distinguished at least half a mile away. The electric head-light is not only more powerful, but it sheds a softer and whiter light than the old style headlight. The two wrecks mentioned will cost the road between \$15,000 and \$20,000.

Chairman Walker, of the Western Traffic Association, has named Sept. 15 as the date for the next meeting of the committee appointed to revise the agreement of the Western Passenger Association. The committee consists of Passenger Traffic Manager White, of the Atchison; General Pas-senger Agent Thrall, of the Chicago & Northwestern; General Passenger Agent Eustis, of the Burlington, and Commissioners Walker, Finley and Vining.

Railway World: The Pennsylvania Railroad Company has begun to put cast-iron car wheels to a very severe test. For each fifty wheels which have been shipped or are ready to be shipped, one wheel shall be taken at random by the railroad company's inspector—either at the railroad company's shops or at the wheel manufacturers, as the case may be-and subjected to the following tests: The wheel shall be placed flange downward on an anvil block weighing 1,700 pounds, set on rubble masonry two feet deep, and having three supports, not more than five inches wide, for the wheel to rest upon. It shall be struck centrally on the hub by a weight of 140 pounds falling from a height of twelve feet. Should the wheel break in two or more pieces after eight blows or less, the fifty wheels represented by it will be rejected; if, however, the wheel stands eight blows without breaking in two or more pieces, the fifty wheels will be accepted. The wheel for test to be furnished by the manufacturer in addition to the fifty wheels ordered.

CULLINGS FROM THE COURTS.

The Salary Grab Case Set for Hearing Friday

Before a Full Bench. The salary grab case will be heard by the full bench of the Superior Court next Friday morning. Mr. Martindale's attorneys appeared before Judge Walker yesterday morning and asked that the miunction suit against the controller and treasurer be set for hearing as early as possible in order that the matter might be determined before the quarterly pay-day. Oct. 1. As this is a question that has been made a political issue, Judge Walker preferred that it should be heard by the full court, and btained the consent of the other judges to hear the case Friday morning.

Sent to the Grand Jury. Newton Mallory, who is charged with burglary and grand larceny, committed at the house of Mr. Justus C. Adams, No. 950 North Delaware street, waived examina-tion yesterday in the Mayor's court, and his case will be submitted to the grand jury. The clew which led to his arrest was a hat found on the floor, which was identified as his. He acknowledges his guilt and implicates an accomplice, who has not yet been arrested.

Likely to Be Indicted. The grand jury will probably return an indictment against Ida Johnson, alias Lucius, the woman whose fall from grace led Dr. Prunk into trouble. She failed to appear when Dr. Prunk's case was called, and her bond of \$1,000 was declared forfeited. The indictment is necessary, it is said, in order to secure a requisition for her return from Ohio. She lives in a suburb of

Cincinnati. Judgment on a Note.

Judge Taylor yesterday gave John W. Oliver a judgment against Alice P. Moran, for \$328.02. The defendant was one of the joint makers of a note with George Vallace and John C. Parr, but these two scaped service and no judgment could be given against them.

Beginning a Day Late. The opening of the courts was deferred Monday, owing to it being a legal holiday, until yesterday. The docket was called in each room, and the cases, except such as were dismissed, set for trial. The dockets present only the usual amount of business.

Can Chauge His Name. Judge Brown yesterday made a decree granting Isaac Rosenthal the right to change his name to Isaac Saulson. The change was desired to conform to the dying wish of the petitioner's father.

Notes from the Dockets. Judge Taylor, of the Superior Court, yesterday approved the report of the final sale of the assets of Fletcher & Sharpe by Frank

D. Stalnaker, receiver. Jefferson Sammon failed to appear yesterday in the Criminal Court, where the case against him on a charge of profamity was called, and the bond was declared for-The case of Henry Reinstedler against

Marshal T. Reeves and others for alleged infringement of a patent straw-stacker was argued before Judge Woods in the federal court yesterday.

Judge Woods vesterday granted the Edi-son General Electric Company, of New York, until the first Monday in November to file its amended bill in its case against the Indianapolis and Broad Ripple Rapidtransit Company.

> The Court Record. SUPERIOR COURT.

Samuel A Moore vs. James B. McElwaine: note. Judgment for plaintiff for \$1,021,52. John W. Ohver vs. Alice P. Moran; note, Judgment in favor of plaintiff for \$328.02. koom 2-Hon, James W. Harper, Judge.

Will F. A. Bernhamer vs. Louisa Witthoeft. Judgment for plaintiff for \$245.80. Robert Pemberton vs. Patrick McGinley et al. Dismissed by agreement. The Samuel Woodside Company vs. Wm. Ellcorner; account. Judgment for plaint-Flora Raridan vs. James A. Raridan; divorce. Dismissed by plaintiff.

John H. Butterfield vs. Harrison Koons and wife; mechanic's lien. Dismissed by plaintiff. Henry Hartman vs. The Cleveland, Cincinnati, Chicago & St. Louis Railroad Company; to quiet title and satisfy mortgage. Decree granted plaintiff.

Room 3 - Hon. Lewis C. Watker Judge. Tillie C. Steinmetz vs. Jacob J. Steinmetz: divorce. Dismissed. Mary D. Winter vs. George W. Wagner: damages. Dismissed. Lula F. Smith vs. William A. Smith; divorce. Dismissed at defendant's costs. Henry J. Tilford et al vs. William Wachstetter et al; note. Judgment for plaintiff, Christian F. Walter et al vs. Mary Sullivan; mechanic's lien. Dismissed. Margaret Martin vs. J. A. Everitt Seed Company; damages. Dismissed. George A. Woodford vs. John T. Farrell; attachment. Dismissed.

Silas M. Shepard, Receiver, vs. Meridian National Bank. Argument heard on motion to separate. New Stat Filed. Albert Brown vs. George Manufeld et al; damages. Demand \$300.

CIRCUIT COURT. Hon. Edgar A. Brown, Judge. Frank M. Dell et al. vs. Charles Wagner et al. Judgment against defendant Wagner, as trustee, for \$1,100.33. In re the trusteeship of the Indianapolis rolling-mill, allowance to Geo. B. Yandes, as trustee, of \$800. Mrs. L. Albert vs. Joseph Platt; appeal.

Dismissed by plaintiff.
Frank C. Lloyd vs. Willet H. Blair et al. Dismissed. Bertha Hunt vs. Theodore Hunt et al. Dismissed David V. Burns et al. vs. Louis Witthoft; to revive judgment. Judgment against

Samuel Hanway et al. vs. Edison General

defendant for \$246.05.

Electric Company; for specific performance of contract. Transferred to United States Circuit Court. State ex rel. James L. Mitchell, Prosecutng Attorney, vs. Fidelity and Casualty Insurance Company. Dismissed by re-

H. N. Spaan vs. Samuel H. Ford; on note. Judgment against defendant for \$303. Juan L. Hurd vs. Samuel H. Denney; on note. Judgment against defendant for Edwin C. McDermed vs. Mary McDer-

med: divorce. Dismissed for want of pros-Sarah Clay vs. Aaron Clay: divorce. Dismissed for want of prosecution. Sarah J. Sellers vs. Richard Sellers: di-James M. Kennedy vs. Ida M. Kennedy; divorce. Decree granted plaintiff.

Abraham Leatherman vs. Board of Children's Guardians. Dismissed by court. THE NEW JAIL.

The Commissioners Open the Bids for Construction-Awards Will Be Made Saturday.

The County Commissioners yesterday received a number of bids for the erection of the county jail. The estimates showed a wide range, but are within the limit of cost, and were, on first glance, satisfactory in form and bond. The bids were in five parts, according to the specifications. The board will take till Saturday, at 2 P. M., to announce its decision as to which is the most favorable bid in each of the five depart-ments. The United States Encaustic tile-works made a bid of 50 cents per square foot for tiling, and Mack & Pressler bid \$1,420 for the painting, but these proposi-tions were not asked for, and have no bearing on the award. The bids were as follows: First Part-Rubble masonry, excavation, filling

and grading: McCormick & Redmond......11,217 Second Par!-Cut-stone, tiling and brick-work: J. H. Schmidt & Co......\$53,700

 Stoddard & Scott
 54,000

 G. Ittenbach & Co.
 35,700

 McCormick & Redman
 42,376

 Third Part-Carpenter-work: Burton & Despo......\$16,500 Conrad Bender.... Fourth Part-Steam-heating: Fifth Part-Iron-work: P. J. Pauley \$43,500
Fred Noelke 58,315
P. J. Pauley 56,340
P. J. Pauley on locks 7,500
Champion iron-works 51,555.25
Hetherington & Berner 64.499
Debold Lock Company 50,975
Vandoren iron-works 49,600
Vandoren iron-works 47,600 Vandoren iron-works...... 47,600 The lowest bidders in part first are Kost Fritz; part second, McCormack & Redmon; part third, Conrad Bender; part fifth, P. J. Pauley, the designer of the jail.

The buildings on the site of the jail are

still unremoved, but as soon as the con-tracts are let they will be sufficiently cleared away to permit of beginning work. Some of the buildings will stand for over a year yet, until the leases held by their occupants expire. These, however, will not be in the way of construction.

Abetted by Jeff Davis.

To the Editor of the Indianapolis Journal: The article in your paper of to-day, headed "Abetted by Jeff Davis," simply confirms a belief I have cherished ever since the following experience: After the battle of Wise's Forks, near Kingston, N. C., in March, 1865, our brigade was detailed to garrison Kingston while the Union column moved on to effect a junction with General Sherman's forces at Goldsboro, N. C. While tarrying in Kingston for some two weeks or more, one morning there was a rumor prevalent in camp that President Lincoln had been assassinated, and it excited so much general interest that General Harland, commanding our forces, telegraphed to headquarters at Newberne, N. C., to know more about it, and the reply came that nothing had been heard there about it. In just one week after this we were forced to read the sad and terrible news of the actual occurence, and there was a feeling among us all

that it was the culmination of a conspiracy in which Jeff Davis had a hand, and the rumor we got the week preceding was simply the premature announcement by some one within the ring. I now believe, most fully, that Jeff Davis was a party to it, for why should the man who had sanctioned, if not directed, the systematic cruelties of Andersonville hesitate to take President of the Nation?

LIMA, O., Sept. 6. AN OLD SOLDIER. Real-Estate Transfers. Instruments filed for record in the recorder's

office of Marion county, Indiana, for the twentyfour nours ending at 8 P. M., Sept. 8, 1891, as furnished by Elliott & Butler, abstracters of titles, Hartford Block, No. 84 East Market

Charles Martindale, trustee, to L. N. Ammerman, lot 102, in Jackson \$200.00 Park.... The Railroadmen's Building and Savings Association to Andrew Heinlein, lot 18, in Ray's subdivision of 171, in Spann & Co.'s first Wood-lawn addition.
M. C. Cregg to S. N. Mercer, lot 331, in Kuhn & Johnson's first West-side 1,200.00 Christian Kopper to William Shafer, lot 58, in McCarty's subdivision of 1,700.00 c. E. Kregelo to L. S. Pierson, lot 42, in Coffman's subdivision of outlot 101 W. H. H. Shank to G. W. Eruckman, lot 97, in Julian et al.'s addition to 1,300.00 3,525.00 in McClain's subdivision of lot 4, in K. A. Loftin to Edward Buscher, north half of lot 4, in square 21, in 200.00 C. M. Weaver to C. A. Duvall, lot 315,

addition Clemence Patterson to J. P. Mc-Nealey, lot 237, in Fletcher's Wood-J. H. Clark to E. B. Slack, lots 94 and 1,000.00 95, in Clark's third addition to West Indianapolis..... Conveyances 13; consideration \$19,150.00 TRANFERS FOR SEPT. 4. J. W. Tebbs to M. E. Dearinger, lot 18, in Allen's second north addition \$200.00 C. Monroe to J. Moore, lots 139, 140
and 141, in Newel's North Place...
A. C. S. Engle to J. Dearinger, lot
21, in Root & Allen's second north 600.00 M. O'Brien to J. J. Olsen. lot 37, in Yeiser, guardians', addition T. N. Doty to G. A. Newmier, lot 4, in Lewis's subdivision of lot 36, in Hanway's Oak Hill addition... D. M. Price to E. C. Moller, lot 3, in Price's subdivision of Fletcher's fourth Brookside addition..... M. King to Cleaveland Fence Com-pany, one-half of lots 11 and 12, in Biddle's subdivision of outlot 45 D. M. Price to A. G. Blank, lot 2, in Price's subdivision of Fletcher's fourth Brookside addition.

A. N. Branham to Adolphus Busch, lots 11 to 18, in Branham's subdi-300.00 M. A. Carr to W. E. Bailey, lot 1, in McClain's subdivision of lot 4, in square 13, southeast addition.

Trustees of Trinity College to R. S. Camplin, lot 1, in Holmes's addition Mary Theising to W. Wray, lot 6, in square 32, in Roache's North Indicarrells addition 290.00

anapolis addition. C. H. Barth to H. P. Clarke, lot 26, in 235.00 W. H. Craft to A. M. Fleming, lot 18, in block 11, in North Indianapolis.

Homestead Improvement Company
to William Luft, lot 60, in Marlette Park..... E. E. Fuller to N. Lacy, lot 28, in Lockwood & McLain's southeast ad-R. C. Jessup to W. S. Doan, part of lot M. A. Tucker to M. Ingersol, lot 19, in Chambers's subdivision to Irving-C. C. O. Baumhofer to E. Engelke, lots 31 and 32, in Reisner's second West Indianapolis subdivision.....

Conveyances, 19; consideration...\$17,917.00 TRANSFERS FOR SEPT. 5. J. H. Daugherty to E. B Kingsbury. part of lot 35, in Julian et al.'s ad-2,000.00 Harding Howard's helrs' addition to West Indianapolis S. H. Richey to Minnie Hamilton, lot 350.00 7. in Richey's addition to West Indianapolis..... to R. A. Timmons, 300,00

lot 21, in square 2, in Armstrong's first addition to North Indianapolis 500.00 William Haueisen to J. W. and E. Schmidt, lots 15 and 16, in Seiden sticker's subdivision of outlot 15 ... 13,000.00 C. S. Grout to M. F. Stufflekine, part of lot 3, in square 2, in Indianapolis Car Company's addition...... T. J. Lee to A. J. Layden, lot 55, in Drake's subdivision of outlot 14, west of White river..... 550.00 L. B. Magel to I. M. Hofmann, part of lots 65 and 66, in Coburn's subdi-vision of outlot 182..... 2,000.00

in square 6, in Fletcher, jr.'s north-east addition 1.659.00 Conveyances, 9; consideration \$20,450.00 For Week-Conveyances, 90; consideration, \$130,193.

Joshua Spearis to C. C. Foster, lot 27,

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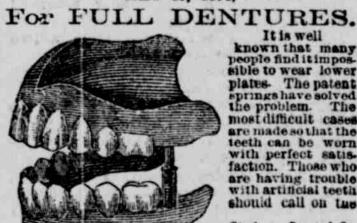
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Dr. STEDMAN'S LATEST PATENT MAY 19, 1891,



It is well known that many people find it impos-sible to wear lower plates The patent springs have solved the problem. The most difficult cases are made so that the teeth can be worn with perfect satis-faction. Those who are having trouble with artificial teeth should call on tue Stedman Dental Co

DR. F. S. CARLTON, Manager. Rooms 40 and 41. Vance Block

CEALED PROPOSALS FOR BUILDING A oframe barn will be received and opened hospital at 10 o'clock Thursday, Sept. 10, 1891, by the Board of Trustees of the Central Indiana Hos-Plans and specifications now on file at the office of the Superintendent. At the same time and placeplan for brick morgue will be exhibited and competi tive bids for brick work will be solicited.
C. E. WRIGHT. M. D., Superintendent,

The Weekly Journal, \$1 Per Annum

PENSIONS FOR VETERANS.

Residents of Indiana and Illinois Whose Claims Have Been Allowed. Indiana ex-soldiers and their dependents

have been granted pensions as follows: Original-Roy D. Davidson (deceased), Myron E. Hardendorf, William T. Adkerson, Jacob H. Fortune, John J. Lyon, Charles Hufty, Stephen H. Fuller, William C. McKinny, John E. Eubank, William W. Keen, Olin Deeren, Elam Fletcher, Henry Albaugh, Charles R. Fletcher, James C. Jarrett, Charles Hadley, Isaac J. Lucas, John G. Foland, Oliver P. Flater. Tilson Harlin, Christopher C. Gunter, David N. Kile, George W. Hollinger, William W. Hudson, Elias Chambers, Moses Loop, Charles W. Gift, Charles Lemley, John A. Murrell, John G. Downing, Peter S. Hare. ing. Peter S. Hare. Additional-Richard G. Morgan, Erastus Giv-

Original Widows, etc.-Nancy A. Benham (mother), Elizabeth F. Davidson, Elizabeth C. Parker, Ursley Pearson, Mary E. Jenkins, Harriet J. Telford, Sarah Honey, Mary Hehr, Beilva E. Staley, Mary Long. TO RESIDENTS OF ILLINOIS.

Original-Levi S. Mills, George W. Coffman, Jeremiah W. Ely, John Durham, Harvey Downey. Andrew J. Fry. Henry Freeman, Julius Albert Hills, Caleb T. Holland, Moses W. Holcumb, Amen H. Clark, John Hill, James W. Hendrix, John Kidd, John H. Cleaveland, Lewis L. Hub bard, Joseph Howard, Charles M. Luce, Frank M. Mastin, William H. H. Clark, Edward W. Johnson, Levi C. Dittel, Ambrose H. Knott, James A. Long, Samuel Harspham, J. M. Gallon, P. M. Fought, N. Ellmaker, Isaac Allen, J. P. M. Howard. Additional-Daniel Deeds, James E. Carson,

Edmund Hunt. Increase-Jasper S. Hawkins. Original Widows, etc.-Antonie Cliteman, Lncy Ann Estey. Elizabeth Kipp, Jane McGresl, Maria Kinsey, Harriet A. Hall (mother). Mary Jane Wismoil, Hannah Binning, Alice Lahey, Amelia Wheadon, Eliza J. Bell, Nancy Bolton, Christina Hisef, Emily F. Connor, Louisa Seger, Mary A. Johnson, Mary E. Butler (mother), Sally Ann Campbell (mother), John Marr (father), Eva Neilsen, Charlotte Spears, Mary A. Coulon, Rose Lewis, Mary Ann Jones.

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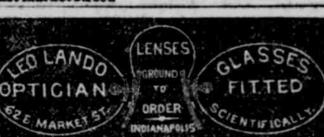
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